

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB01D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Mt. Healthy

CODE# 061- 52752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/09/99

CONTACT William R. McCormick PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607

E-MAIL _____

PROJECT NAME: Seward Avenue Reconstruction

SUBDIVISION TYPE

(Check Only 1)

- 1. County
- ☒ 2. City
- 3. Township
- 4. Village
- 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- 1. Grant \$ 360,000
- 2. Loan \$
- 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
- 2. Bridge/Culvert
- 3. Water Supply
- 4. Wastewater
- 5. Solid Waste
- 6. Stormwater

TOTAL PROJECT COST: \$ 650,000.00

FUNDING REQUESTED: \$ 000.00

520,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 520,000.00

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☒ State Capital Improvement Program

____ Small Government Program

____ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

\$ _____

Local Participation _____ %

_____ %

OPWC Participation _____ %

Project Release Date: ____ / ____ / ____

OPWC Approval: _____

APPROVED FUNDING:

Loan Interest Rate:

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____ / ____ / ____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ .00

Final Design \$ _____ .00

Bidding \$ _____ .00

Construction Phase \$ _____ .00

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 650,000 _____ .00

d.) Equipment Purchased Directly:

\$ _____ .00

-

e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ .00

f.) Construction Contingencies:

\$ _____ .00

g.) TOTAL ESTIMATED COSTS:

\$ 650,000 _____ .00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u>130,000 .00</u>	<u> </u>
c.) Other Public Revenues	\$ <u> .00</u>	<u> </u>
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u> </u>	\$ <u> .00</u>	<u>20</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>130,000 .00</u>	<u>20</u>
d.) OPWC Funds		
1. Grant	\$ <u>520,000 .00</u>	<u>80</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>520,000 .00</u>	<u>80</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>650,000 .00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:

STATUS: (Check one)

Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Seward Avenue Rehabilitation

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Project is located in the City of Mt. Healthy. The project limits are from Adams to Compton. Please see attached location map.

PROJECT ZIP CODE: 452 31

B: PROJECT COMPONENTS:

- 1.) Remove existing pavement to subgrade
- 2.) Remove failed storm sewer system
- 3.) Install type 6 vertical curbs.
- 4.) Install new storm sewer system
- 5.) Undercut unsuitable materials.
- 6.) Replace with new base materials.
- 7.) Overlay with asphaltic concrete.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is 1800 LF. The width of the existing roadway is 30 feet. Existing storm drains and curbs are deteriorated and replacement is the only feasible solution. The existing pavement has poor subgrade, causing the pavement itself to fail. Reconstruction is the only repair that can be made to fix the situation.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 10,200 Year:
Projected ADT: same Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 650,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>05/01/98</u>	<u>12/01/98</u>
4.2 Bid Advertisement and Award:	<u>11/01 /99</u>	<u>12/01 /99</u>
4.3 Construction:	<u>12/30 /99</u>	<u>12 /31/00</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Terry Todd
TITLE Mayor
STREET 7700 Perry Street
CITY/ZIP Cincinnati, Ohio 45231
PHONE (513) 931-8840
FAX (513) 931-1791
E-MAIL _____

5.2 CHIEF FINANCIAL

OFFICER James Roy
TITLE Auditor
STREET 7700 Perry Street
CITY/ZIP Cincinnati, Ohio 45231
PHONE (513)931-8840
FAX (513)931-1791
E-MAIL _____

5.3 PROJECT MANAGER

William R. McCormick
TITLE Project Engineer
STREET 2021 Auburn Avenue
CITY/ZIP Cincinnati, Ohio 45219
PHONE (513) 721-5500
FAX (513)721-0607
E-MAIL _____

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

SAFETY SERVICE DIRECTOR
Certifying Representative (Type or Print Name and Title)

J. McLaughlin 5/21/59
Signature/Date Signed

PROJECT: SEWARD AVENUE IMPROVEMENTS
ENG. EST.: \$650,000

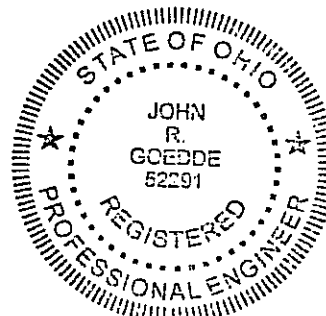
		ENGINEER'S ESTIMATE			
REF. NO.	DESCRIPTION	UNIT	QUAN	UNIT PRICE	TOTAL
1	EXCAVATION/PAVEMENT REMOVED	CY	2,000	20.00	\$ 40,000.00
2	CURB REMOVED	LF	3,600	6.00	\$ 21,600.00
3	PIPE REMOVED	LF	2,000	5.00	\$ 10,000.00
4	CATCH BASIN/MANHOLE REMOVED	EA	20	250.00	\$ 5,000.00
5	DRIVE APRONS REMOVED AND REPLACED	SY	400	50.00	\$ 20,000.00
6	SIDEWALK REMOVED & REPLACED	SF	800	5.00	\$ 4,000.00
7	UNDERCUT	CY	1,000	10.00	\$ 10,000.00
8	BITUMINOUS AGGREGATE BASE	CY	500	80.00	\$ 40,000.00
9	AGGREGATE BASE	CY	1,000	25.00	\$ 25,000.00
10	ASPHALT CONCRETE (LEVELING)	CY	200	80.00	\$ 16,000.00
11	ASPHALT CONCRETE (SURFACE)	CY	220	80.00	\$ 17,600.00
12	4" CONDUIT	LF	100	20.00	\$ 2,000.00
13	12" CONDUIT	LF	200	50.00	\$ 10,000.00
14	15" CONDUIT	LF	500	55.00	\$ 27,500.00
15	18" CONDUIT	LF	50	60.00	\$ 3,000.00
16	21" CONDUIT	LF	200	65.00	\$ 13,000.00
17	24" CONDUIT	LF	1,100	75.00	\$ 82,500.00
18	30" CONDUIT	LF	500	100.00	\$ 50,000.00
19	CATCH BASIN	EA	14	2,000.00	\$ 28,000.00
20	STORM MANHOLE	EA	14	1,500.00	\$ 21,000.00
21	HEADWALL	EA	1	1,800.00	\$ 1,800.00
22	CONCRETE CURB	LF	3,600	15.00	\$ 54,000.00
23	MAINTAIN TRAFFIC	LS	1	10,000.00	\$ 10,000.00
24	CONSTRUCTION LAYOUT STAKES	LS	1	25,000.00	\$ 25,000.00
25	SOD RESTORATION	LS	1	10,000.00	\$ 10,000.00
26	EROSION CONTROL	LS	1	3,000.00	\$ 3,000.00
27	UTILITY ADJUSTMENTS	LS	1	100,000.00	\$100,000.00

TOTAL ESTIMATED COST

\$650,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.


JOHN R. GOEDDE, P.E.





7700 Perry Street Mt. Healthy, Ohio 45231

City Administration

**STATUS OF FUNDS
SCIP YEAR 2000 PROJECT**

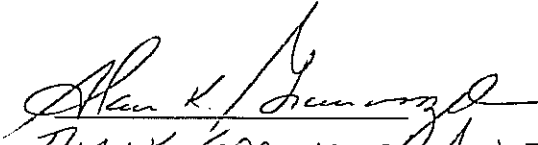
Mayor
Terry E. Todd
728-3182 ext. 46

CITY OF MT. HEALTHY

Safety Service Director
Timothy P. McInerney
728-3182 ext. 26

The City of Mt. Healthy will use \$130,000.00 from its local budget for its participation in the Seward Road project.

Auditor
Alan Grauvogel
728-3182 ext. 33


ALAN K. GRAUVOGEL, AUDITOR
City of Mt. Healthy

Tax Commissioner
Tracy Vanderman
728-3181 ext. 31

Public Works
George Rouse
728-3182 ext. 21

Parks
John Peters
728-3182 ext. 28

Building Official
Ted Mack
728-3182 ext. 45

REQUESTED BY: George Rouse, Street Superintendent

DATE OF FIRST READING 7-20-99

WAIVE RULES? YES NO

FINAL ACTION DATE: 7-20-99 VOTE: YES NO

SUSPENSION OF THREE
READING RULE:

ADOPTION OF
RESOLUTION:

YES NO

X

X

X

X

X

X

X

X

X

7

Don Crank

Darryl Johnson

Joseph Roetting

Paul Smith

Mary Ann Reusch

Mary Ann Schenk

Joseph Beischel

TOTAL VOTE

YES NO

X

X

X

X

X

X

X

X

X

7

DATE SUSPENDED: 7-20-99

DATE PASSED: 7-20-99

RESOLUTION NO. 99-860

A RESOLUTION AUTHORIZING THE SAFETY
SERVICE DIRECTOR TO MAKE APPLICATION FOR
FISCAL 2000 STATE CAPITAL IMPROVEMENT
PROGRAM FUNDS AND IF FUNDS ARE AWARDED
TO EXECUTE GRANT AGREEMENTS ON BEHALF
OF THE CITY AND DECLARING AN EMERGENCY

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MT.
HEALTHY, OHIO,

Section 1. That the Safety Service Director is hereby authorized to make application for the
State Capital Improvement Program (SCIP) funds for fiscal year 2000.

Section 2. That if grants are awarded, the Safety Service Director is authorized to execute
grant agreements with the State on behalf of the City.

Section 3. This resolution shall be in full force and effect and shall take effect immediately.
The reason for the emergency is the application needs to be submitted by July 31, 1999.

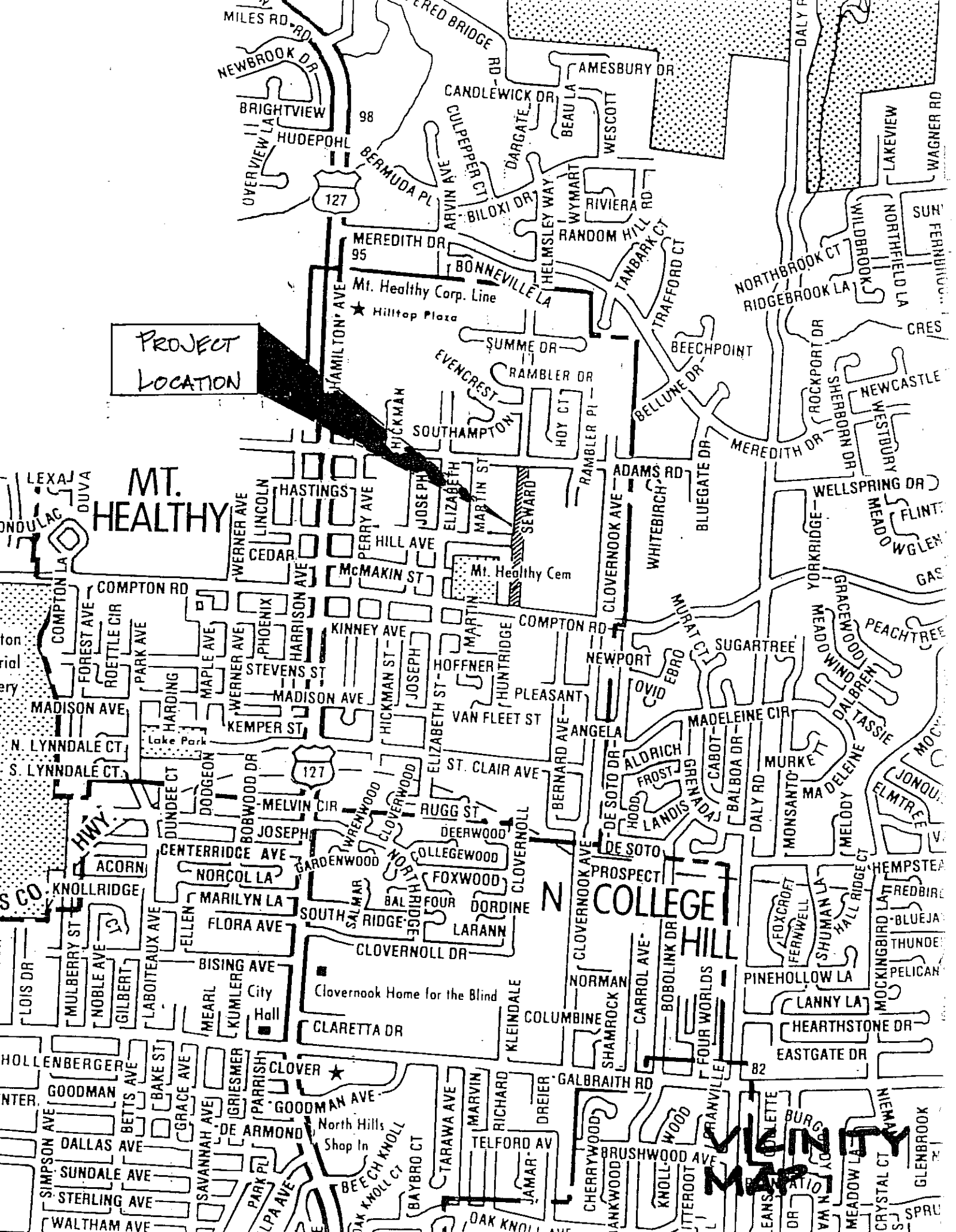
Passed this 20th day of July, 1999.

Don Butcher
President of Council

Attest:

Judy Peters

ACTING
Clerk of Council



PROJECT
LOCATION

MT.
HEALTHY

COLLEGE
HILL

VILLAGE
MAP



MT. HEALTHY FIRE DEPT.
7700 PERRY ST. MT. HEALTHY, OHIO 45231
(PHONE) 931-8840 • (FAX) 931-9555



MEMO

TO: Tim McInerney
FROM: Tom Harris, Fire Chief *TH*
DATE: September 23, 1999
RE: Basement flooding

Tim,

This is to inform you of the number of calls we received to pump out basements in June of 1998. During the June 1998 flooding we responded to 10 calls on Seward Avenue alone. These calls required us to shut off gas and electric to homes in the surrounding area until the water receded or was completely pumped out. If you have any questions or need additional information call me.

Judy Cannon
7857 Seward Ave.
Cincinnati, Ohio 45231
Friday, June 18, 1999

When we have heavy rainfall, the sewers on Seward Ave. tend to back up. After this occurs, the drains outside the garage start to build up. The sump pump is working hard to get rid of the water, but because the sewers are backing up, there is no place for the water to go. The end result is the water comes up the drains in the basement and also out of the sump pump houseing. As the water builds up outside the garage doors it also starts to go under the doors and adding more water to the basement.

Several times during heavy rains, we have had numerous water damage:

- * Lawn Mowers
- * Trimmers
- * Furnace
- * Washer
- * Dryer
- * Many other misc. items kept in the garage and basement

We have had two feet of water in the garage and basement several times, because the sewers cannot do their job.

Sincerely,



PS: Some neighbors on Seward Ave. have had Raw Sewage back up. (Health Problem?)

May 22, 1999

Jim and Nancy Ballard
7858 Seward Ave.
Cincinnati, OH 45231

Dear Mr. McInerney,

We're writing to inform you that due to the deteriorating condition of Seward Avenue, we have been experiencing sanitary sewer backup during heavy rainfalls for the past three years.

We purchased our home on Seward Avenue in 1983 and never experienced anything like this until April 1996. We have had anywhere from 4 to 12 inches of raw sewage in our basement. It comes up the floor drain, up the shower drain, and even flows out of the toilet. Needless to say, this has presented quite an inconvenience, a lot of work, and a definite health problem for my family. I have contacted the Hamilton County Health Department so that they are aware of the problem. Metropolitan Sewer District has also been contacted on many occasions, but do not seem to be able to produce any solutions. My family has lost many possessions and live in fear every time a heavy rain is predicted.

We have no way of protecting our own property. The only solution is to replace the existing old brick sewer and install curbs and gutters to collect storm water and have it flow into the storm sewer system instead of the sanitary sewer.

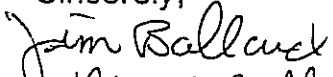
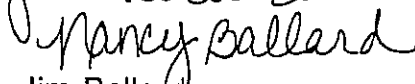
If we are lucky enough to catch the sewage coming up the floor drain, we can pump it with a commercial pump which we keep set up at all times. Pumping this onto our yard is not a very sanitary solution nor is the fact that many of the homes on our street have sump pumps that pump the sewer backup into the street.

As you can see from the enclosed photographs the backup has left us with quite a mess in our home. The pictures of the mold were taken in November 1998, four months after the last flooding. We had used three dehumidifiers for weeks and thought we had dried the walls. Obviously we were wrong. Unfortunately it took having our son sick frequently to figure out that his room was making him sick. There is no reason for us to repair or replace any walls or carpet until the street problem is corrected. We have not even claimed the damage for the last flood with the insurance company for

fear that they will cancel our policy. We have become a high risk at no fault of our own.

We appreciate any support the City of Mt. Healthy can give us in order to solve this problem. If there is anything else we can do to expedite this process, please don't hesitate to call us.

Sincerely,

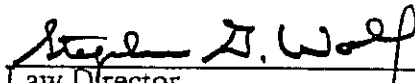
Jim Ballard

Nancy Ballard

Approved this ____ day of _____, 1999.

Mayor

Approved as to form:



Law Director

Seward Avenue
Mt. Healthy

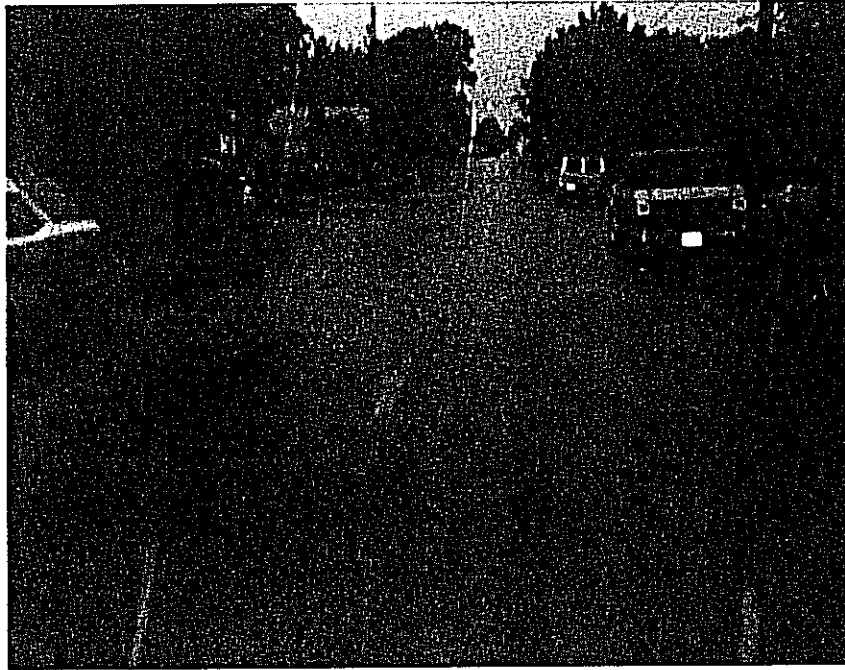


Drainage Structure not able
to Intercept Runoff



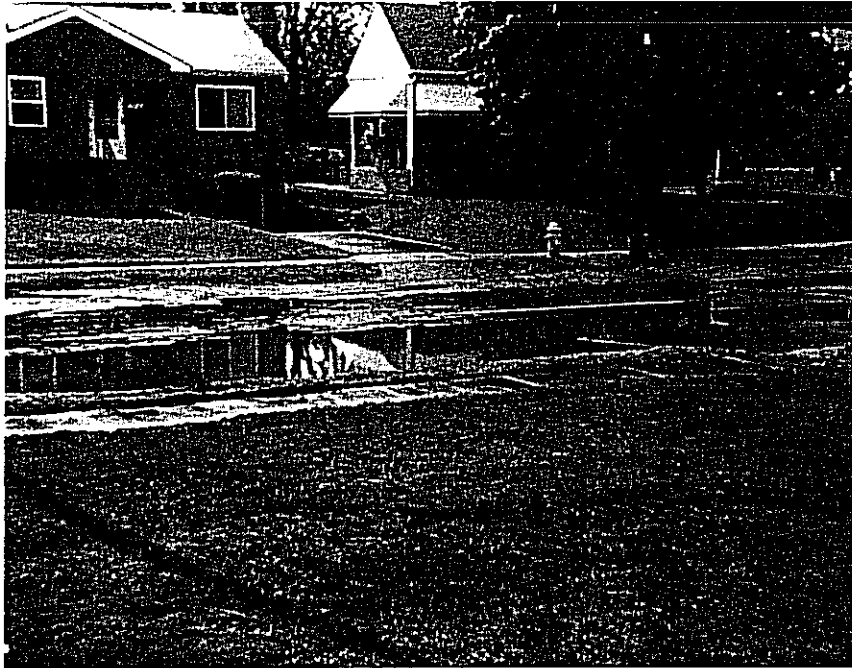
Excessive Patching & Lack of Curb
has caused Drainage Problems

SEWARD AVENUE

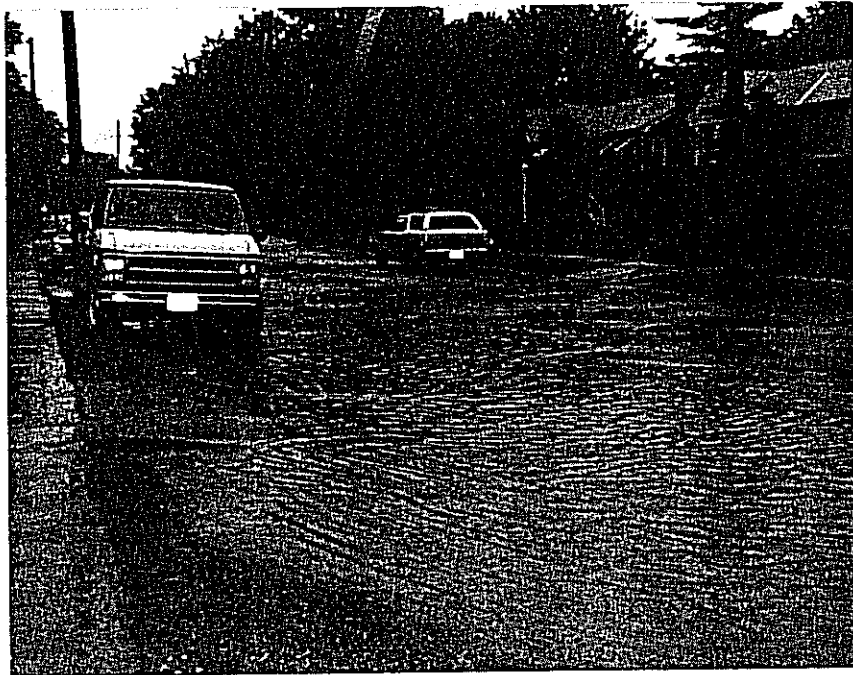


LOCALIZED FLOODING

SEWARD AVENUE



LOCALIZED FLOODING

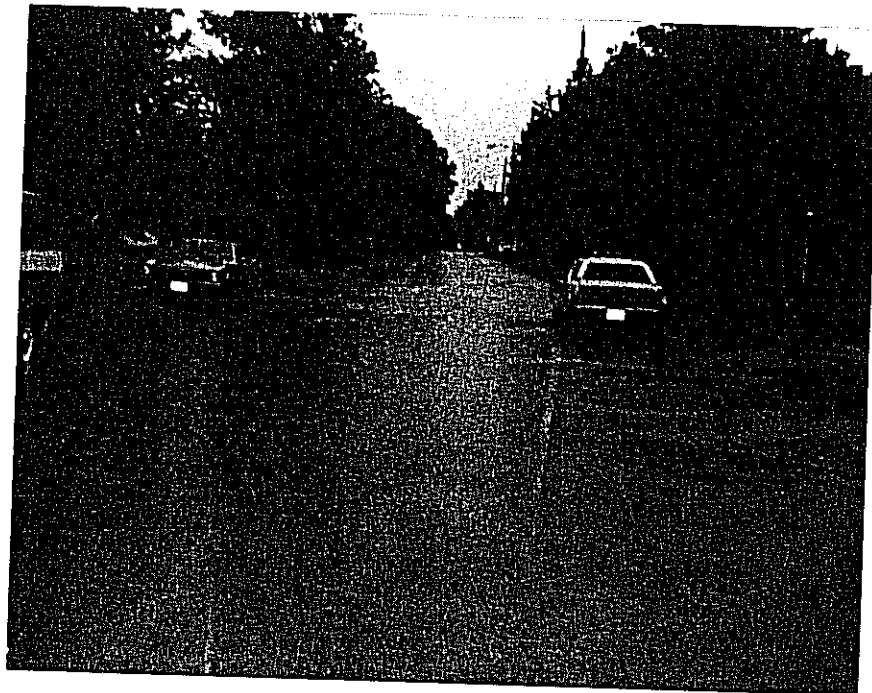


LOCALIZED FLOODING

SEWARD AVENUE



LOCALIZED FLOODING



LOCALIZED FLOODING

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____
Fair _____

Poor X
Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded: The existing facility has complete base failure (see attached photographs). The roadway is very rough and full of potholes, alligator cracking, and washboarding. There are minimal sewers and the water from rains has nowhere to drain. The roadway has deteriorated to the point that it must be removed down to the subgrade and totally reconstructed. and a storm sewer system must be installed to carry away water.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

4 weeks/months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired?*

Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 2 Of these, how many are

Takes _____, Temporary 2, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired. -

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. _____ weeks/months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Safety for vehicular and pedestrian traffic is enhanced due to alleviation of flooding and icing of roadway in winter. Fire department is currently called during storms with basement flooding, which creates a safety hazard for all residents. Localized health hazards due to stagnant water in basements. (See attached photos and letters from residents.

- 4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal _____ % ODOT _____ % Local _____ %

MRF _____ % OWDA _____ % CDBG _____ %

Other _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton _____ County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
(specify)

No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 250 X 1.20 = 300 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This project will affect residents of the City of Mt. Healthy.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

- 10) Will the proposed project generate user fees or assessments?

Yes No x

If yes, what user fees and/or assessments will be utilized?

- 11) How will the proposed project enhance economic growth? (Please be specific)

_____ No significant enhancement to economic growth _____

- 12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

_____ License plate tax in effect _____

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS PROGRAM YEAR 2000 ROUND 14

Name of Jurisdiction: City of Mt. Healthy

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Seward Avenue Reconstruction</u>
2	<u>Compton Road Rehabilitation</u>
3	<u></u>
4	<u></u>
5	<u></u>

**SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: City of Mt. Healthy

NAME OF PROJECT: SCWARD Ave

SCIP

FIELD SCORE: 374

APPEAL SCORE: _____

FINAL SCORE: _____

LTIP

FIELD SCORE: 226

APPEAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

SCIP 25 X 5 = 125
LTIP 25 X 1 = 25

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 20 X 1 = 20
LTIP 20 X 4 = 80

Street Flooding Driving Hazard

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 20 X 1 = 20
LTIP 20 X 0 = 20

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 - Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 25 X 3 = 75
LTIP 25 X 1 = 25

- 5) Will the completed project generate user fees or assessments?
- | | | | | | | |
|---------|------|-----------|---|----------|---|-----------|
| | SCIP | <u>10</u> | X | <u>5</u> | = | <u>50</u> |
| 10 - No | | | | | | |
| 0 - Yes | LTIP | <u>10</u> | X | <u>0</u> | = | <u>0</u> |

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).
- | | | | | | | |
|---|------|----------|---|----------|---|----------|
| 10 – The project will <i>directly</i> secure <i>significant</i> new employers | SCIP | <u>0</u> | X | <u>0</u> | = | <u>0</u> |
| 7 - The project will <i>directly</i> secure new employers | | | | | | |
| 5 – The project will secure new employers | LTIP | <u>0</u> | X | <u>4</u> | = | <u>0</u> |
| 3 – The project will permit more development | | | | | | |
| 0 – The project will not impact development | | | | | | |

7) Matching Funds - LOCAL

- | | | | | | | |
|---|------|----------|---|----------|---|-----------|
| 10 - This project is a loan or credit enhancement | SCIP | <u>4</u> | X | <u>5</u> | = | <u>20</u> |
| 10 – 50% or higher | | | | | | |
| 8 – 40% to 49.99% | LTIP | <u>4</u> | X | <u>1</u> | = | <u>4</u> |
| 6 – 30% to 39.99% | | | | | | |
| 4 – 20% to 29.99% | | | | | | |
| 2 – 10% to 19.99% | | | | | | |
| 0 – Less than 10% | | | | | | |

8) Matching Funds - OTHER

- | | | | | | | |
|--------------------|------|----------|---|----------|---|----------|
| 10 – 50% or higher | SCIP | <u>0</u> | X | <u>2</u> | = | <u>0</u> |
| 8 – 40% to 49.99% | | | | | | |
| 6 – 30% to 39.99% | LTIP | <u>0</u> | X | <u>5</u> | = | <u>0</u> |
| 4 – 20% to 29.99% | | | | | | |
| 2 – 10% to 19.99% | | | | | | |
| 1 – 1% to 9.99% | | | | | | |
| 0 – Less than 1% | | | | | | |

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

- | | | | | | | |
|---|------|----------|---|-----------|---|-----------|
| 10 - Project design is for future demand. | SCIP | <u>2</u> | X | <u>0</u> | = | <u>0</u> |
| 8 - Project design is for partial future demand. | | | | | | |
| 6 - Project design is for current demand. | LTIP | <u>2</u> | X | <u>10</u> | = | <u>20</u> |
| 4 - Project design is for minimal increase in capacity. | | | | | | |
| 2 - Project design is for no increase in capacity. | | | | | | |

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

SCIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>
LTIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP} \quad \underline{2} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP} \quad \underline{2} \times \underline{1} = \underline{2}$$

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

$$\text{SCIP} \quad \underline{10} \times \underline{2} = \underline{20}$$

8 Points

6 Points

$$\text{LTIP} \quad \underline{10} \times \underline{0} = \underline{0}$$

4 Points

2 Points

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

$$\text{LTIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

0 - Less than 20% reduction in legal load

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

*Traffic counts
are not certified to
Numbers seem to
High 10,200*

$$\text{SCIP} \quad \underline{2} \times \underline{2} = \underline{4}$$

$$\text{LTIP} \quad \underline{2} \times \underline{5} = \underline{10}$$

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

$$\text{SCIP} \quad \underline{3} \times \underline{5} = \underline{15}$$

3 - One of the above

0 - None of the above

$$\text{LTIP} \quad \underline{3} \times \underline{5} = \underline{15}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.